transportation ▪ noise ▪ air quality | **GANDDINI GROUP**

September 22, 2023

Ms. Cheryl Tubbs
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, California 92408

RE: Muscoy Warehouse Project (PROJ-2023-00107) Transportation Screening Assessment
Project No. 19667

Dear Ms. Tubbs:

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the proposed Muscoy Warehouse in the County of San Bernardino. The purpose of this screening assessment is to determine if the preparation of a traffic impact analysis with level of service (LOS) analysis or vehicle miles traveled (VMT) analysis is necessary based on the transportation study guidelines and screening criteria established by the County of San Bernardino. We trust the findings of this analysis will aid you and the County of San Bernardino in assessing the project.

PROJECT DESCRIPTION

The 4.59-acre project site (APN: 0267-012-09) is located at the southeast corner of the Cajon Boulevard and June Street intersection in the County of San Bernardino, California. The project site is currently undeveloped and located within the County General Plan designation Limited Industrial (LI/CG) with a zoning of General Commercial (CG).

The proposed project (PROJ-2023-00107) construction of two industrial buildings totaling up to 90,526 square feet. [1] Vehicular access to the project site is proposed via three driveways with two on Cajon Boulevard and one on June Street. Two of the driveways are for passenger vehicles only and the truck driveway is proposed on Cajon Boulevard between the two buildings. The proposed project also involves a Zone Change from General Commercial (GC) to Light Industrial (LI). The proposed site plan is shown in Attachment A.

TRIP GENERATION

Table 1 shows the project trip generation forecast based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 110 (Light Industrial) were determined to adequately represent the land use for the proposed project and were selected for calculation of the project trip generation forecast.

As shown in Table 1, the proposed project is forecast to generate approximately 443 daily trips, including 69 trips during the AM peak hour and 61 trips during the PM peak hour.

[1] The current site plan shows a total of 89,058 square feet with a plot date of August 14, 2023; however, the application was for a total of 90,526 square feet. To provide a conservative analysis the larger square footage was reviewed for assessment.

TRUCK TRIPS

Project truck trip generation was converted to Passenger Car Equivalent (PCE) trips based on truck rates from the ITE *Trip Generation Manual* (11th Edition, 2021). The truck axle mix was determined based on the City of Fontana *Truck Trip Generation Study* (August 2003). The truck trips were converted to PCE trips based on the County of San Bernardino Congestion Management Program equivalent factors: 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles.

As shown in Table 1, the proposed project is forecast to generate approximately 476 daily PCE trips, including 73 PCE trips during the AM peak hour and 65 PCE trips during the PM peak hour.

ZONING AMENDMENT TRIP COMPARISON

The project site is currently zoned General Commercial (GC) with a maximum floor area ratio (FAR) of 0.5 per Table 82-13B of the County of San Bernardino Municipal Code. Under the current General Commercial zoning, maximum buildout potential for the site is 99,970 square feet of commercial uses. Table 2 shows the potential commercial buildout trips based on ITE trip generation rates for Land Use Code 821 (Shopping Plaza 40-150 TSF). As shown in Table 2, maximum buildout potential for the current zoning is forecast to generate approximately 5,400 daily trips, including 173 trips during the AM peak hour and 311 trips during the PM peak hour.

Table 2 also shows the difference in vehicle and PCE trips between the proposed project and the zoned commercial development. As shown in Table 2, the proposed project is forecast to generate approximately 4,924 fewer daily PCE trips compared to maximum buildout potential under the current General Commercial zoning, including 100 fewer PCE trips during the AM peak hour and 246 fewer PCE trips during the PM peak hour.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been screened for both level of service (LOS) analysis and vehicle miles traveled (VMT) analysis using the established criteria as specified in the County of San Bernardino *Transportation Impact Study Guidelines*, July 2019 ["County TIA Guidelines"].

LEVEL OF SERVICE SCREENING CRITERIA (GENERAL PLAN CONFORMITY)

As specified in the County TIA Guidelines, the requirement to prepare a transportation impact study with level of service (LOS) analysis should be based on one or more of the following criteria:

- If a project generates more than 100 or more trips without consideration of pass-by trip reductions during any peak hour.
- If a project is located within 300 feet of the intersection of two streets designated as Collector or higher on the County's General Plan circulation system or an impacted intersection as determined by the County Traffic Division.
- If the project creates safety or operational concerns.
- If a project generates less than 100 trips without consideration of pass-by trip reductions during any peak hour, a study may be required if there are special concerns.

The proposed project is forecast to generate fewer than 100 peak hour trips and is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the County's General

Plan circulation system. Assuming the project shall construct all on-site and off-site improvements (if any) following County design standards, the project would not create any new safety or operational concerns. Therefore, the proposed project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established screening criteria and LOS impacts may be presumed to be negligible.

VEHICLE MILES TRAVELED SCREENING CRITERIA (CEQA)

The vehicle miles traveled (VMT) screening assessment has been prepared in accordance with County TIA Guidelines, which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018). In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The OPR Technical Advisory provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The County TIA Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
  - Projects located within one-half mile radius of a major transit stop[2] or high-quality transit corridor[3]
- Projects located within a low VMT area
  - Site location can be verified with the web-based or map-based VMT Screening Tool[4]
- Project Type Screening
  - Local serving land use
  - Projects which generate less than net new 110 daily vehicle trips (ADT)

TPA Screening

Projects located within a TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor, may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. This presumption may not apply, however, if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the jurisdiction with input from the Metropolitan Planning Organization): or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

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[2] A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3.).

[3] Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

[4] The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).

Based on a review of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the proposed project is not located within a TPA; therefore, this screening criteria is not met.

Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population (residential plus employment) that is similar to the existing land uses in the low VMT area.

As prescribed in the County VMT Guidelines, the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool was used to assess low VMT area screening for the project. The VMT Screening Tool was developed using the County travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs) within the County transportation region. TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed project is consistent with existing land uses in the project TAZ, and there does not appear to be anything unique about the project that would otherwise be mis-represented utilizing the data from the VMT Screening Tool. Since the proposed project consists of industrial use, the proposed project would satisfy the low VMT screening criteria if it is located in a TAZ where the VMT per worker is four percent below the County of San Bernardino regional average VMT per worker.

Exhibit A below shows the VMT Screening Tool results for the project site, which is located within TAZ 53764601. As shown in Exhibit A, the baseline year (2023) VMT per worker for the project TAZ is equal to 14.0, which is less than four percent (4%) below the County Baseline (16.9 VMT per worker). Therefore, the proposed project satisfies the County-established screening criteria for projects located in a low VMT area and the project’s VMT impact would be less than significant.

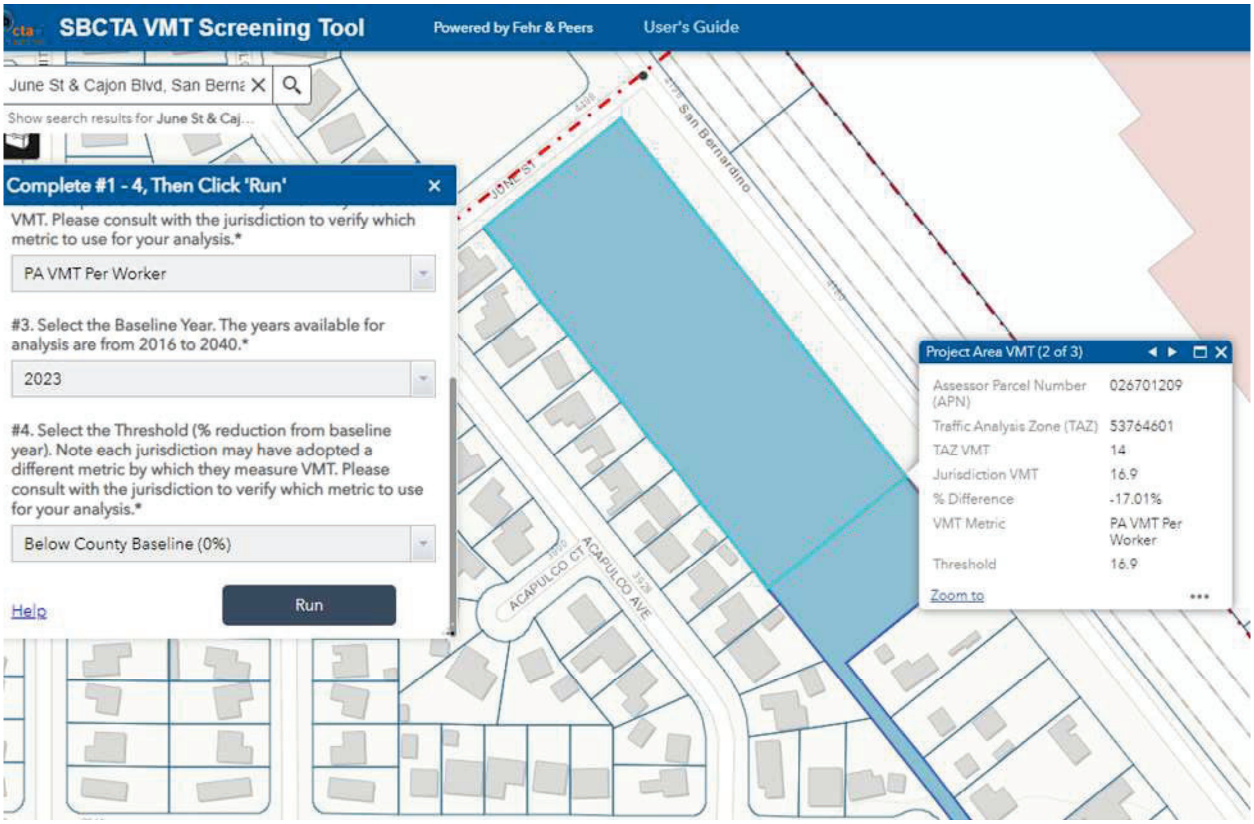


Exhibit A – VMT Screening Tool Results

<u>Project Type Screening</u>

The County TIA Guidelines identify the several types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- Projects consisting of local servicing land use
  - Local-serving K-12 schools
  - Local parks
  - Day care centers
  - Local-serving retail less than 50,000 square feet
  - Local gas stations
  - Local banks
  - Student housing projects
  - Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Trip Screening
  - Existing facilities
  - Redevelopment with less than 10,000 square feet increase
  - Projects generating with less than 110 daily vehicle trips (ADT)
    - 11 single-family residential dwelling units
    - 16 multi-family residential dwelling units

- 10,000 square feet of office
- 15,000 square feet of light industrial
- 63,000 square feet of warehousing
- 79,000 square feet of high-cube transload and short-term storage warehouse
- 12 hotel rooms

The proposed project is forecast to generate more than 110 daily automobile trips (excluding trucks).[5] Therefore, this screening criteria is not met.

CONCLUSIONS

The proposed project is forecast to generate net trips of 443 daily vehicle trips, including 69 vehicle trips during the AM peak hour and 61 vehicle trips during the PM peak hour, which is equivalent to 476 daily PCE trips, including 73 PCE trips during the AM peak hour and 65 PCE trips during the PM peak hour.

The proposed industrial project is forecast to generate fewer daily trips compared to maximum buildout potential under the current General Commercial zoning. Therefore, the proposed Zone Change is expected to have no adverse effect on the County's circulation element.

The proposed project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established screening criteria and LOS impacts may be presumed to be negligible.

The proposed project satisfies the County-established screening criteria for projects located in a low VMT area and the project's VMT impact would be less than significant.

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,
GANDDINI GROUP, INC.

Perrie Ilercil, P.E. (AZ)
Senior Engineer

REGISTERED PROFESSIONAL ENGINEER
GIANCARLO J. GANDDINI
TR 2663
TRAFFIC
STATE OF CALIFORNIA

Giancarlo Ganddini, PE, PTP
Principal

[5] As specified by the OPR Technical Advisory, the term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT) (CEQA Guidelines, § 15064.3, subd. (a)). Therefore, heavy-duty truck trips should not contribute to a finding of significant VMT impact.

Table 1
Project Trip Generation

Land Use: General Light Industrial
Size: 90.526 TSF

TRIP GENERATION RATES PER TSF[1]

Vehicle Type	Source[2]	AM Peak Hour			PM Peak Hour			Daily Rate
		In	Out	Rate	In	Out	Rate	
All Vehicles	ITE 110	88%	12%	0.740	14%	86%	0.650	4.870
Trucks Only	ITE 110	60%	40%	0.010	50%	50%	0.010	0.250
Passenger Car (98.6% AM, 98.5% PM, 94.9% Daily)		0.642	0.088	0.730	0.090	0.550	0.640	4.620
Truck (1.4% AM, 1.5% PM, 5.1% Daily)		0.006	0.004	0.010	0.005	0.005	0.010	0.250
Truck Mix:	Fontana							
2-Axle Trucks (32.7%)		0.002	0.001	0.003	0.001	0.002	0.003	0.082
3-Axle Trucks (17.9%)		0.001	0.001	0.002	0.001	0.001	0.002	0.045
4+ Axle Trucks (49.4%)		0.003	0.002	0.005	0.003	0.002	0.005	0.124

VEHICLE TRIPS GENERATED

Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	58	8	66	8	50	58	418
Trucks[3]							
2-Axle Trucks	1	0	1	0	1	1	8
3-Axle Trucks	1	0	1	0	1	1	5
4+ Axle Trucks	1	0	1	1	0	1	12
Subtotal	3	0	3	1	2	3	25
Total Vehicle Trips Generated	**61**	**8**	**69**	**9**	**52**	**61**	**443**

PCE[4] TRIPS GENERATED

Vehicle Type	PCE Factor[4]	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car	1.0	58	8	66	8	50	58	418
Trucks								
2-Axle Trucks	1.5	2	0	2	0	2	2	12
3-Axle Trucks	2.0	2	0	2	0	2	2	10
4+ Axle Trucks	3.0	3	0	3	3	0	3	36
Subtotal		7	0	7	3	4	7	58
Total PCE Trips Generated		**65**	**8**	**73**	**11**	**54**	**65**	**476**

Notes:
1. TSF = Thousand Square Feet
2. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.
   Fontana = *Truck Trip Generation Study*, City of Fontana (August 2003), Section 6. Vehichle Mix.
3. Truck peak hour total trips less than 0.4 rounded up to one.
4. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino Congestion Management Program (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

Table 2
Net New Trip Generation (Proposed Project Minus Zoned Land Use)

Trip Generation Rates									
Land Use	Source[1]	Land Use Variable[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Shopping Plaza (40-150k without Supermarket)	ITE 821	TSF	62%	38%	1.73	49%	51%	5.19	67.52
Light Industrial	ITE 110	TSF	88%	12%	0.74	14%	86%	0.65	4.87

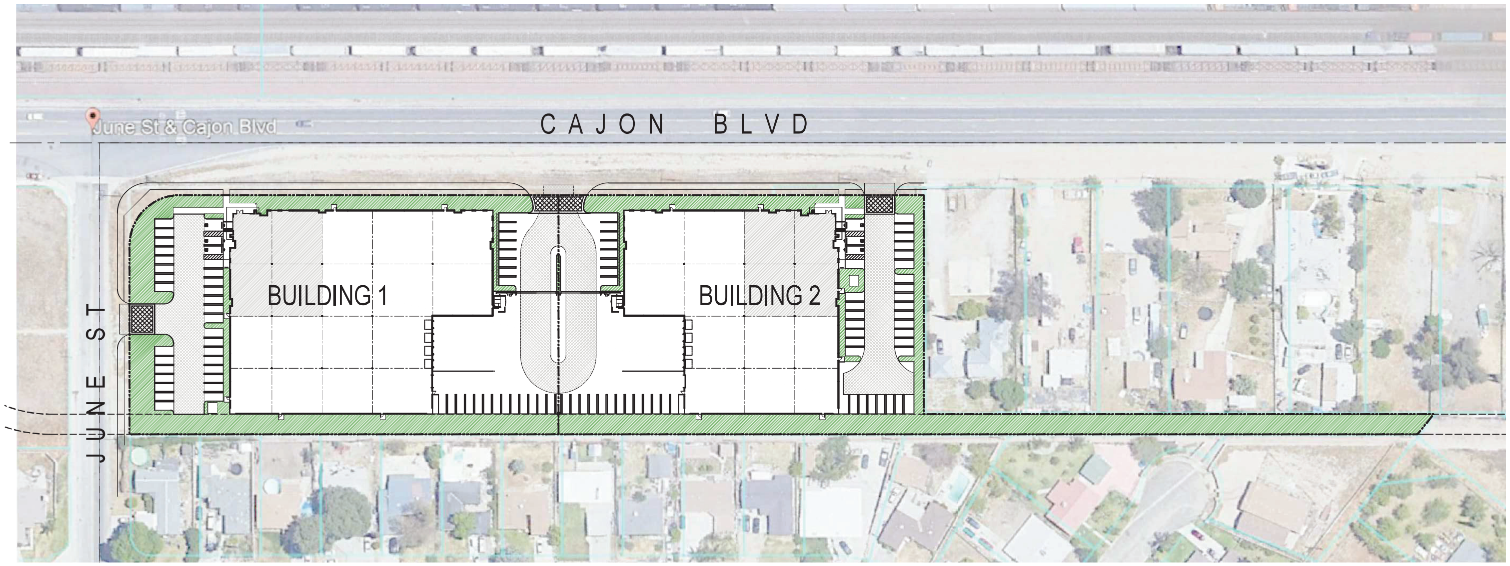
Trips Generated										
Land Use	Source	Quantity	Unit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
COMMERCIAL TRIPS[3]										
Shopping Plaza (40-150k without Supermarket)	ITE 821	99.970	TSF	107	66	173	254	265	519	6750
Pass-by Trips (40%PM, 20%Daily) [4]							-102	-106	-208	-1350
Commercial Trips				107	66	173	152	159	311	5400
PROPOSED INDUSTRIAL TRIPS										
Light Industrial (Vehicle Trips)	ITE 110	90.526	TSF	61	8	69	9	52	61	443
Difference in Vehicle Trips Generated				-46	-58	-104	-143	-107	-250	-4,957
PROPOSED INDUSTRIAL TRIPS										
Industrial Park (PCE[5] Trips)[6]				65	8	73	11	54	65	476
Difference in PCE Trips Generated				-42	-58	-100	-141	-105	-246	-4,924

Notes:

1. ITE = Institute of Transportation Engineers Trip Generation Manual (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban setting.
2. TSF = Thousand Square Feet.
3. Current buildout potential is based on the maximum permissible commercial floor-area-ratio (FAR) for Commercial (C) zoning. Site Area x FAR = Commercial Square Footage
4. Pass-by trips calculated in accordance with procedures in the ITE Trip Generation Manual (11th Edition, 2021). Daily pass-by is calculated using half of the AM and PM pass-by average rates.
5. PCE = passenger car equivalent.
6. See Table 1.

ATTACHMENT A

SITE PLAN

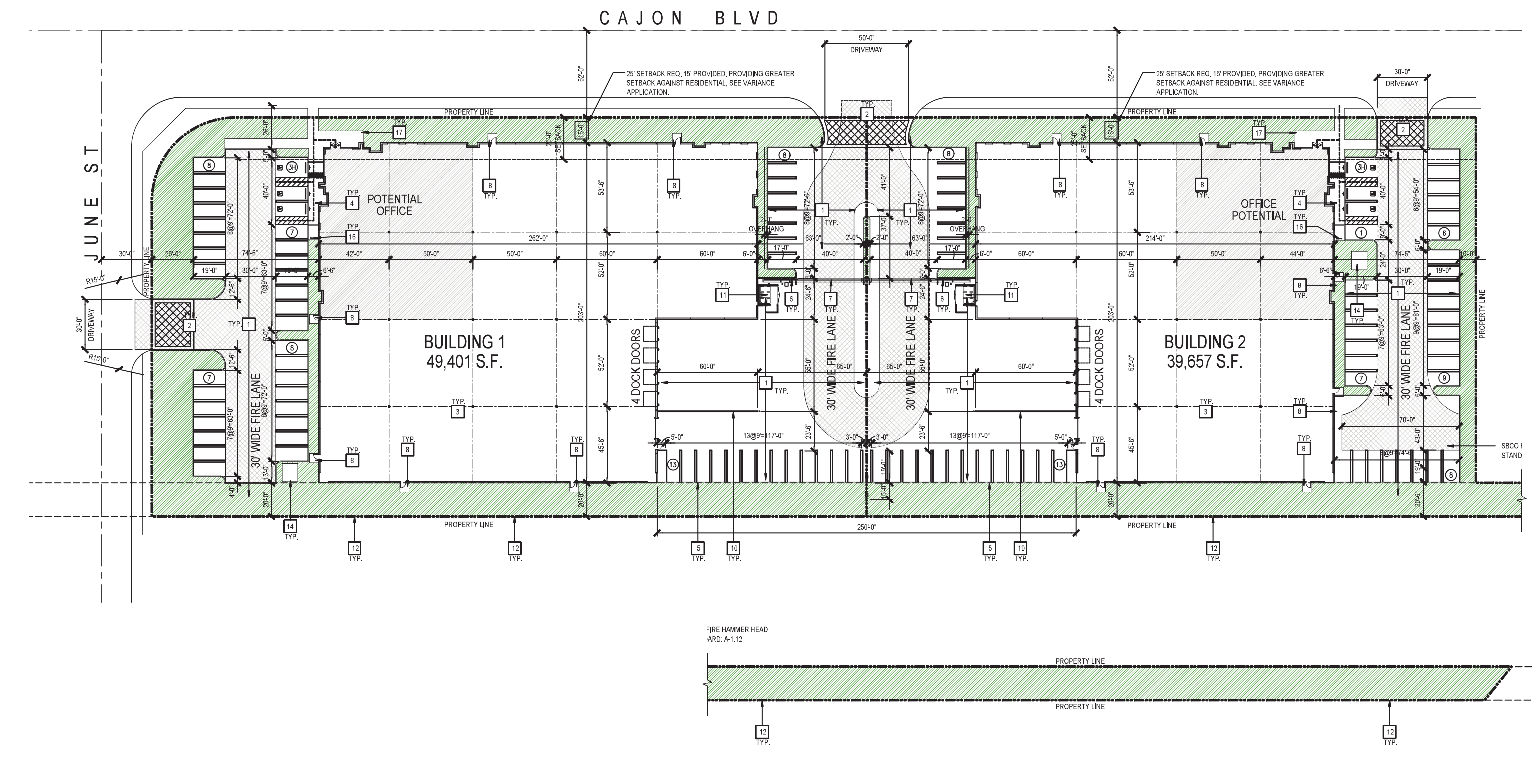


VICINITY MAP

TRUE NORTH

SCALE 1" = 50'-0"

1



OVERALL SITE PLAN

TRUE NORTH

SCALE 1" = 30'-0"

2

APPLICANT/OWNER

DUNLEER GROUP, ATTN: JACK LUU
269 SOUTH BEVERLY DRIVE #1674
BEVERLY HILLS, CA 90212
818.299.0494, EMAIL: JACK@DUNLEERGROUP.COM

PROJECT ADDRESS / APN

TBD, SOUTH EAST CORNER OF CAJON BLVD AND JUNE STREET,
SAN BERNARDINO, CA 92407
APN: 0267-012-09

VICINITY MAP

PROJECT DESCRIPTION

NEW CONSTRUCTION FOR (2) SPECULATIVE 50,618 SF, 39,908 SF TYPE III-B, S-1/B OCCUPANCY BUILDINGS WITH ESFR FIRE SPRINKLER SYSTEM. PROPOSED SITE IMPROVEMENTS CONSIST OF CONCRETE TILT SCREEN WALL, TRASH ENCLOSURE AND HARDSCAPE/LANDSCAPE IMPROVEMENTS PER CITY STANDARDS.

PROJECT DATA

Muscoy/ SB County

		BLDG 1		BLDG 2		TOTAL	
SITE AREA		104,492		99,021		203,513	SF
		2.40		2.27		4.67	Acres
BUILDING AREA							
1ST FLOOR OFFICE		2,000	SF	2,000	SF	4,000	SF
WAREHOUSE		45,401	SF	35,657	SF	81,058	SF
TOTAL		47,401	SF	37,657	SF	85,058	SF
2ND FLOOR		2,000	SF	2,000	SF	4,000	SF
TOTAL		49,401	SF	39,657	SF	89,058	SF
PROJECT FACT							
FAR MAX	85%						
FAR PROVIDED		47%		40%		44%	
CLEAR HEIGHT		32'		32'			
ZONING							
ZONE ORDINANCE	MUSCOY GC						
PROPOSED ZONING	IC						
MAX BUILDING HEIGHT	75'						
SET BACK	REQUIRED	PROPOSED		PROPOSED			
FRONT	25'	15'		15'			
SIDE	10'	25' (STREET)		10'			
REAR	10'	20'		20'			
PARKING REQ							
AUTO PARKING							
SIZE	9'X19'						
OFFICE	1 PER 250 SF	16		16		32	
WAREHOUSE 1ST 40K	1 PER 1000 SF	40		36		76	
WAREHOUSE ABV. 40K	1 PER 4000 SF	2		0		2	
TOTAL		58		52		110	
PROJECT PROVIDED							
AUTO		56		55		111	

GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINES UNLESS NOTED OTHERWISE.
2. ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH A SMART AUTOMATIC IRRIGATION SYSTEM.
3. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION REGARDING SITE DRAINAGE, TOPOGRAPHY AND UTILITIES.
4. FOR PAVING SECTIONS, CONCRETE CURBS, SWALES AND GUTTERS SEE CIVIL DRAWINGS.
5. PROPERTY LINE ARE REFERENCE ONLY, REFER TO CIVIL DRAWINGS FOR HORIZONTAL CONTROL.
6. LANDSCAPE AREAS SHALL BE DELINEATED WITH A MIN. 6" CONCRETE CURB.

KEYNOTES

1. SITE PAVING WITH HEAVY BROOM FINISH, SEE CIVIL FOR PAVEMENT THICKNESS.
2. DECORATIVE PAVEMENT AT ENTRY - COLORED CONCRETE W/ SAW CUT PATTERN.
3. PRIMARY BUILDING.
4. PEDESTRIAN CONCRETE WALKWAY WITH MEDIUM BROOM FINISH.
5. 10'H DECORATIVE CONCRETE TILT SCREEN WALL
6. WROUGHT IRON FENCE 8'H FT WITH SCREENING MESH
7. 8'H BLACK PAINTED VEHICULAR ROLLING GATE WITH KNOX PAD LOCK, MANUALLY OPERATED, PROVIDE CONDUITS FOR FUTURE OPERATOR.
8. 5'-6" X 6' X 4" THICK CONCRETE LANDING PAD AT ALL EXTERIOR MANDOORS WITH MEDIUM BROOM FINISH.
9. FUTURE MONUMENT SIGN WITH ELEC. CONDUITS
10. RAMP WALL
11. TRASH ENCLOSURE - DRC-A4.01
12. EXISTING SOLID SCREEN WALL
13. EXTERIOR CONCRETE STAIR.
14. APPROXIMATE LOCATION OF ELEC. TRANSFORMER WITH BOLLARD PROTECTION AND LANDSCAPE SCREENING
15. NOT USED.
16. SHORT TERM - BICYCLE RACK 8% OF PARKING STALL.
17. DESIGNATED SMOKING AREA - 25' AWAY FROM ANY ENTRY.

LEGEND

- STANDARD PARKING STALL 9' X 19'
- CLEAN AIR, VANPOOL / EV 9' X19'
- ADA PARKING VAN 12' X 19' OR STANDARD 9' X 19' WITH 5' CLR AISLE
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL. MAX 5% SLOPE AND MAX 2% CROSS SLOPE WITH 48" MIN. CLEAR. UNLESS NOTED OTHERWISE WITH ADA ACCESSIBLE RAMP
- LANDSCAPE, SEE LANDSCAPE DRAWINGS

SKH

STEVE K HONG ARCHITECT
4590 MACARTHUR BLVD. SUITE 500
IRVINE CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT
STEVE K. HONG
NO. C-33677
REN. 12-31-23
STATE OF CALIFORNIA

CONSULTANTS

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949-242-8044

LANDSCAPE ARCHITECT
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ATTN: WILL COCHRAN

JUNE SPRINGS BUSINESS PARK

T B D
SAN BERNARDINO, CA 92407

DUNLEER

269 S. BEVERLY DRIVE #1674
BEVERLY HILLS, CA 90212

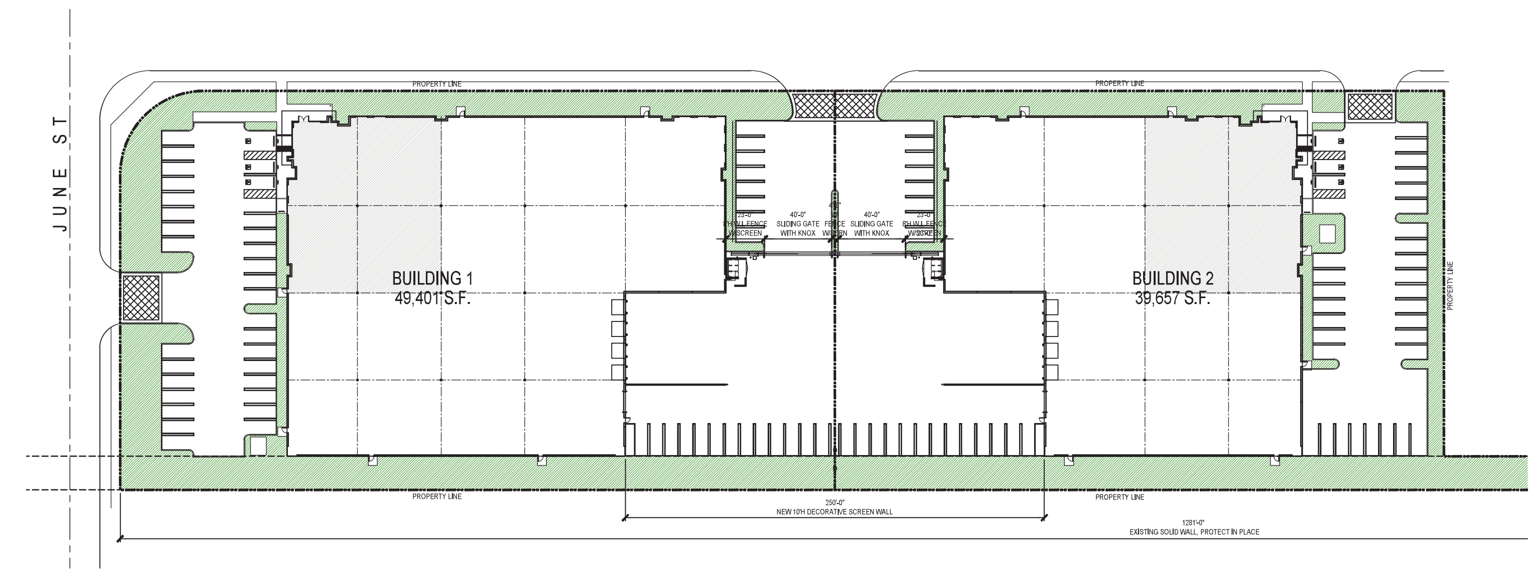
No.	ISSUANCE	DATE

JOB No. 22-340
DRAWN STEVE HONG
CHECKED STEVE HONG
SHEET TITLE
ARCHITECTURAL
OVERALL SITE PLAN
SHEET NUMBER
DRC-A1.01

Plot Date: 8/17/2023 2:16:30 PM Last Save By: steve Login: Steve Hong L:\Projects\Dunleer\22-330 Dunleer San Bernardino Cajon And June\03 - Design\04 - Entitlements And CD\DRC-A1.01.dwg

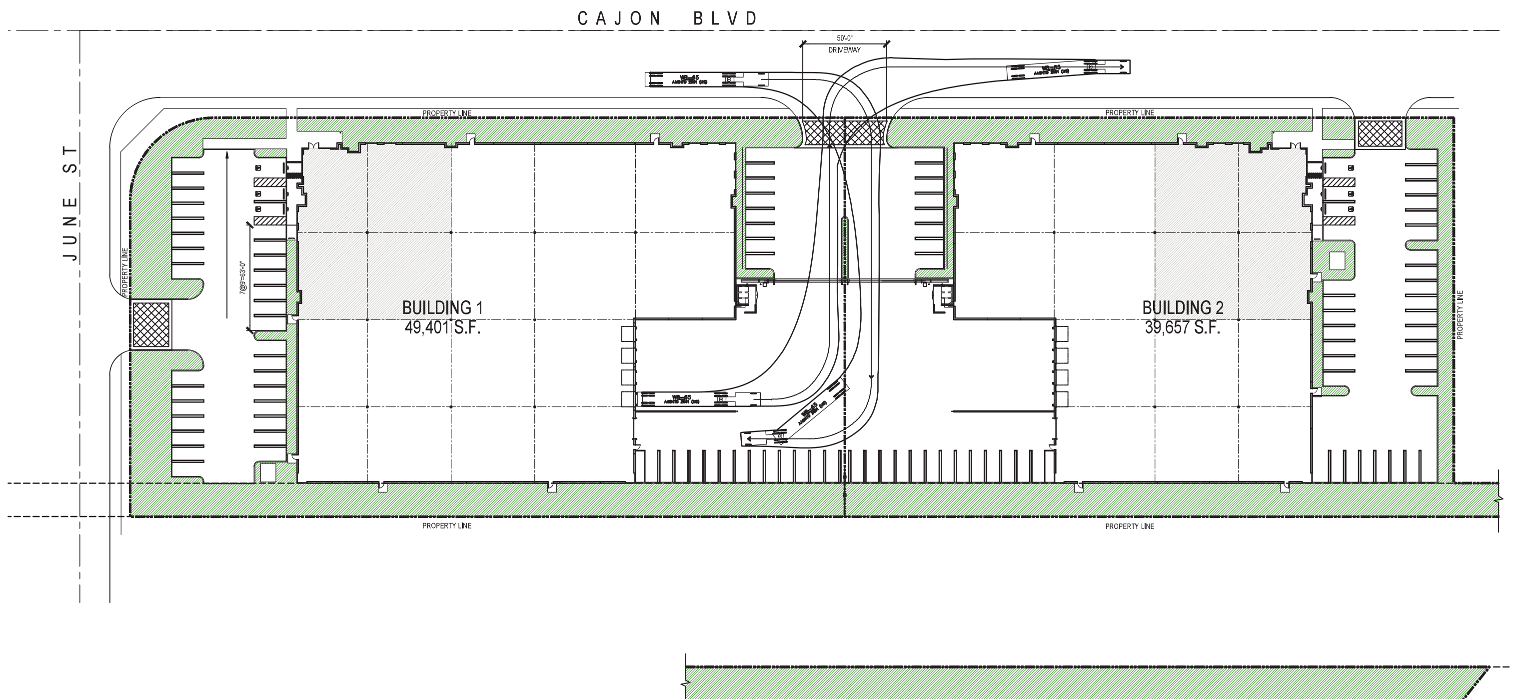
ATTACHMENT B

TRUCK TURNING/SWEPT PATH MOVEMENT EXHIBIT



FENCE / WALL PLAN

TRUE NORTH | SCALE 1" = 30'-0" | 1



TRUCK TEMPLATE

TRUE NORTH | SCALE 1" = 30'-0" | 2

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SKH

STEVE K HONG ARCHITECT
4590 MACARTHUR BLVD. SUITE 500
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PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM

LICENSED ARCHITECT STEVE K. HONG NO. C-33677 REN. 12-31-23 STATE OF CALIFORNIA

CONSULTANTS

CIVIL ENGINEER
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LANDSCAPE ARCHITECT
HUNTER LANDSCAPE INC.
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ATTN: WILL COCHRAN

JUNE SPRINGS BUSINESS PARK

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SAN BERNARDINO, CA 92407

DUNLEER

269 S. BEVERLY DRIVE #1674
BEVERLY HILLS, CA 90212

No.	ISSUANCE	DATE

JOB No.
22-340

DRAWN STEVE HONG
CHECKED STEVE HONG

SHEET TITLE
ARCHITECTURAL
OVERALL SITE PLAN

SHEET NUMBER
DRC-A1.01